

## Annex D – Feedback from Chessington Road residents

Representation received	Officer comments
<p>Good afternoon,</p> <p>Re. Chessington Road, Ewell</p> <p>We today received your letter dated 30 October 2017 regarding the above and after having correspondence with my local Councillor due to the premature installation of the cycle lane signs and subsequent cover up with black bin bags.</p> <p>Firstly, I was deeply disappointed that Surrey CC decided to erect signage without notification, and then I assume following my local Councillor's notification you choose to cover them up with black bin bags, which for your information are torn and are flapping in the wind. I just hope one does not come off and hit a car windscreen causing the driver to have an accident.</p> <p>Your letter and attached map are inadequate as they give no indication of where on the pavement the cycle way will be marked i.e. will it be on the curtilage of the road? Noting that the pavement is not clear the entire length of the proposed route. For example the pavement is much smaller at the Green Lanes end and further up there are poles / utility boxes and a bus stop.</p> <p>I have serious concerns about the safety of cyclists on this route as most of the properties have drive ways and need to exit and enter their properties without fear of knocking over a cyclist.</p> <p>How long would these works take? Would be notified of when it was to happen outside our individual frontages or are we going to not be able to exit our properties suddenly one morning?</p> <p>The bus stop - where are the people supposed to stand? In the cycle lane? Is there a danger that there will be a clash between those waiting for the bus and cyclists? You say pedestrians take priority but what if a cyclist fails to see someone standing at the bus stop?</p> <p>I have been told that the council will not enforce parking over the pavement / cycle lane and the Police would. I find this incredible that the council would attempt to implement a cycle way and not consider how it would be enforced and pass responsibility to our over stretched Police force. Vehicles currently park on the pavement because the alternative would be to stop the traffic flow on Chessington Road and because there is mostly a clear metre so pedestrians / wheelchair users are not impeded.</p> <p>Can you provide your data from where you consider there are cyclists that would benefit this link considering its length and the fact that it is already on a main road. Where are the dropped kerbs to be installed? When?</p> <p>If I could attend the local committee I would to ask these questions myself but I see it happens in the middle of the working day.</p> <p>I would be grateful for a response.</p> <p>Yours sincerely</p>	<p>The Area Highways Manager has apologised for this mistake.</p> <p>The Area Highways Manager has clarified the nature of the proposal.</p> <p>Officers are not aware of any problems in this regard. The new route in West Hill runs past driveways, as do many other cycle routes in Surrey.</p> <p>The works would take approx. 1 week. 2 weeks' notice would be given.</p> <p>Officers are not aware of any problems in this regard. The new route in West Hill runs past bus stops. Visibility in Chessington Road is very good, so the risk of conflict is very small.</p> <p>Parking on the footway is already unlawful, and enforceable by Surrey Police. Occasional footway parking is unlikely to cause any problems for the proposed new shared facility. If it were to become a problem then the Local Committee would need to consider what additional measures to implement, subject to its priorities at the time.</p> <p>This individual link along Chessington Road in and of itself provides an incremental benefit to the cycle network as a whole and thereby an incremental benefit to the local community. As further links are implemented, the network will become more and more comprehensive, resulting in increasing numbers of residents switching from car to cycle. This benefits the individuals who make this change, and also local communities who benefit from reduced pollution, and reduced congestion.</p>

ITEM 8

<p style="text-align: center;"><b>Representation received</b></p> <p>November 1<sup>st</sup> 2017</p> <p style="text-align: right;">02 NOV 2017</p> <p>Re. Chessington Road, Ewell</p> <p>Dear Mr Healey</p> <p>I am writing regarding your proposal for a new shared cycle route along the pavement in Chessington Road ( although, judging by the fact that the signs have already been erected, I suspect that this is already a fait accompli).</p> <p>As a resident of more than forty years, my concern is that the proposal has not taken sufficient account of the volume and nature of pedestrian traffic, given the width of the existing footpath and would suggest that no survey has been made of the following:</p> <ul style="list-style-type: none"> <li>- volume of pedestrian commuters to West Ewell railway station filling the footpath at busy times</li> <li>- volume of pupils accessing nearby Blenheim School, plus a fewer number going to Glyn School</li> <li>- mothers with young children, toddlers and prams accessing two local primary schools</li> <li>- dog walkers accessing Horton Park</li> <li>- residents (some elderly) exiting their homes directly on to the footpath</li> <li>- passengers alighting from buses at stops on the route</li> </ul> <p>Unless cyclists are segregated from pedestrians by a clearly marked cycle lane, for which there would not seem to be sufficient space in this case, there is a huge danger of collision as pedestrians passing already take up most of the available space, cyclists cannot always be heard approaching from behind and some will ride at speeds unsuitable for the space available.</p> <p>I should like to know whether a marked cycle lane is proposed, whether signs will be erected telling cyclists to give way to pedestrians and if so, how this will be enforced. Your comment that 'cyclists would be expected to give way to pedestrians' does not inspire confidence that this would in fact happen.</p> <p>Chessington Road has over the years become a very busy through-route and, in my experience, has a far higher volume of pedestrian traffic along the stretch in question than Riverholme Drive, Green Lanes and Longmead Road where cycle routes already exist.</p> <p>While many cyclists ride responsibly, a collision with a toddler, an elderly resident, a straggling group of school pupils or a dog on a lead could lead to tragedy as evidenced by the fatal case recently reported in the national press. On this stretch of road pedestrians need to feel safe and I would also suggest, as a result of my observations over the years, that pedestrians far outnumber cyclists.</p> <p>I look forward to receiving your comments.</p>	<p style="text-align: center;"><b>Officer comments</b></p> <p>The Area Highways Manager has apologised for this mistake.</p> <p>Shared cycle / pedestrian surfaces have been shown to be very successful in busy locations. The nearest familiar example would be the shared cycle / pedestrian route along Station Approach in Epsom Town Centre.</p> <p>In the past Surrey County Council, in partnership with Epsom &amp; Ewell Borough Council, has implemented both shared and segregated cycle routes. Segregated cycle routes have a dividing line between pedestrians and cyclists – for example in Pound Lane outside Epsom Primary School and along the path behind the Ebbisham Centre. Experience shows that neither pedestrians nor cyclists show take very much notice of which side of the dividing line is intended for them leading to frustration among both groups. Shared routes on the other hand can be used flexibly by both pedestrians and cyclists.</p>
<p style="text-align: center;"><b>Representation received</b></p> <p>Dear sir</p> <p>regarding the above proposed cycle link along chessington rd ewell my main concerns are listed below</p> <ol style="list-style-type: none"> <li>1, Most of the properties along this section of rd have driveways and if cyclist are using the pavement at speed this will be very dangerous when cars are pulling out of there driveways.</li> <li>2, There 2 schools along chessington road and in the morning and in the afternoon this section of pavement is heavily used by young school children and this will also be very dangerous and more so now the winter is here and we now have dark morning.</li> <li>3, There are many local shops at the end of chessington rd and these are used by many elderly residents who cannot get to the bigger super markets and this will also be very dangerous for these older and more venerable residents.</li> <li>4, Were there is join use of the pavement on the long mead rd ewell there are now clear marking to indicate were you can walk and were you can cycle and would this be the case along this section of pavement.</li> <li>5, Please also remember that ewell west station is at the end of chessington road and once again this is a very very busy section of pavement for commuters in the morning and from 5pm onwards and once again the dark nights are here so it will be even more dangerous for people using the pavement.</li> </ol> <p>Many thanks</p>	<p style="text-align: center;"><b>Officer comments</b></p> <p>Officers are not aware of any problems in this regard. The new route in West Hill runs past driveways, as do many other cycle routes in Surrey.</p> <p>Shared cycle / pedestrian surfaces have been shown to be very successful in busy locations. The nearest familiar example would be the shared cycle / pedestrian route along Station Approach in Epsom Town Centre.</p>